

3-46: AIRPORTS

A. INTENT

It is the intent of this section of the zoning ordinance to avoid or lessen hazards resulting from the operation of aircraft, to avoid creation of new hazards, and to protect the lives of people who use aircraft facilities.

B. SCOPE

The Planning Commission, in accordance with the provisions of zoning section 7-24-D, may approve a conditional use permit for a helicopter pad, landing strip, flying field, or airport, with its related terminal and aircraft storage facilities, provided the following provisions are met.

C. MEANING OF TERMS

For the purpose of this section, the following terms shall have the following meanings:

1. Airport Approach Zone

An area at each end of an airport landing strip or takeoff strip, broadening from a width of one thousand (1,000) feet at the end of the strip to a width of four thousand (4,000) feet at a distance of seven thousand five hundred (7,500) feet from the end of such strip, its centerline being a continuation of the centerline of the strip;

2. Airport Transition Zone

A triangular area adjacent to each side of an airport approach zone located with reference thereto as follows: One corner of said transition zone shall be identical with the corner of the approach zone nearest to the landing strip; a second corner shall be located at the end of a line, said line extending from the end of the landing strip to a point one thousand five hundred fifty (1,550) feet from the centerline of said landing strip and at right angles thereto; a third corner shall be located at a point along said approach zone boundary line, which point is seven thousand five hundred (7,500) feet distant from the first corner above-mentioned;

3. Airport Turning Zone

A circular area surrounding an airport encompassing all of the land lying within a radius of two (2) miles distant from the landing strip of an airport, except that area covered by the airport, the transition zones, and the approach zones.

D. SITE PLAN

The applicant for a permit for a helicopter pad, landing strip, flying field, airport, or airport terminal or aircraft storage facilities shall submit a drawn-to-scale site plan for the subject property (at a scale of 1 inch to 200 feet or larger) which shall contain:

1. The location of all existing and proposed structures.

2. The location of all vehicular roads and aircraft runways or helicopter lift-off pads.
3. The location of the property boundary lines.
4. The location of above- and below-ground utility lines.
5. The topography.

E. VICINITY MAP

In addition to the site plan, the applicant shall submit a vicinity map at a scale of one inch to 1000 feet or larger which shows the land within two (2) miles of the proposed runway, including the following:

1. The airport approach, transition, and turning zones.
2. The location of above-ground utility lines.
3. The location of dwellings and all structures over twenty-five (25) feet in height.
4. The topography.
5. The property boundary of the airport.

F. STANDARDS

1. The proposed site of the helicopter pad, landing strip, flying field, airport, airport terminal, or airport storage facilities lies in the RA-5, M&G-1, I-1 or A-40 zone and qualifies under the requirement of such zone for the placement of an airport.
2. Adequate public road capacity, utilities, parking, and runway design shall be available for the level of use of the facility.
3. Except for helicopter pads and ultralight vehicle flight facilities, which are required to have sufficient space for safe takeoff and landing, all facilities shall have the airport approach zone and airport transition zone contained within the property boundary.
4. The facilities shall not reduce the value or use of land available to other property owners in the area due to noise or safety.
5. There is adequate evidence of a safe design of the facilities, including a written acceptance or statement of exemption by the Federal Aviation Administration.
6. Before and during operation of any airport, landing strip or flying field facilities, the following height limits shall be met:
 - a. In any airport approach zone, no building or structure shall be erected which is more than one (1) foot in height for each fifty (50) feet said building or structure is distant from the end of the landing or takeoff strip.

b. In any airport transition zone, no building or structure shall be erected which is more than one (1) foot in height for each seven (7) feet said building or structure is distant from the inside airport approach zone boundary.

c. In any airport turning zone, no building or structure shall be erected to a height greater than one hundred fifty (150) feet.

7. No helicopter pad, landing strip, flying field, or airport may be approved or operated in a location where there will be: electrical interference with radio communication between airports and aircraft; on- or off-site lights which make it difficult for flyers to distinguish the landing area or which glare in the eyes of flyers; or buildings, trees, or other objects which impair visibility or otherwise endanger the landing or taking off of aircraft.

G. EXISTING AIRPORTS

No building permit may be issued for any building or structure within the land use plan of an existing airport, operated by a governmental agency or airport authority, without first obtaining the written recommendation from the jurisdiction in charge of the airport within 30 days based on an airport plan that has been approved by that jurisdiction and submitted to Utah County. The boundary of the airport plan must first be adopted by the County Commission as an APO Airport Overlay Zone.